DEPARTMENT OF THE NAVY
COMMANDER SUBMARINE FORCE
UNITED STATES PACIFIC FLEET
BLDG 619
1430 MORTON STREET
PEARL HARBOR, HI 96860-4664

9010
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From: Commander, Submarine Force, U.S. Pacific Fleet
To: National Transportation Safety Board

Subj: RESULTS OF INVESTIGATION INTO SENSOR OPERABILITY ON USS GREENEVILLE (SSN-772)

1. The sensor systems on the USS GREENEVILLE (SSN-772) have been evaluated for operability. The following equipment was identified to be either in a degraded condition or out of commission. When possible, equipment evaluated as "Degraded" also has an estimate of the impact on the ability of the equipment to provide usable data.

Equipment Name	Status	Comments
Sonars		
High Frequency Array (Unit 1802 & CSDC)	Degraded	The ship identified this system as degraded and had submitted a work request for repair on 18 Dec 00. 18 of 60 staves are OOC.
AN/BQR-22A(EC-17) Spectrum Analyzer	Out of Commission	Monitor in Control was OOC. 1 if 2 monitors in Sonar is OOC. The system has been tagged out for several weeks.
BSY-1 Sonar - CONN remote display (ASVDU)	Out of Commission	ASVDU display is blank
Optics/Electronics		
Type 18 Periscope (Number 2 scope)	Operable	Gyro stabilization is not functioning properly. The eyepiece does not maintain stable plane when rotated rapidly. Decreases ~ 8 degrees in elevation when rapidly rotated 360 degrees counterclockwise and increases ~ 8 degrees in elevation when rapidly rotated 360 degrees clockwise.
AN/WLR-8 ESM/Early Warning Receiver	Degraded	Band 10 OOC; Band 5 is degraded. The band which would sense commercial surface search radar is functioning properly.

2. The ship established the equipment lineup on the CONN specified by ship's operating instructions for ascent to periscope depth. All equipment available to the Officer of the Deck, except as noted above, was operable. The communications equipment between the CONN and Sonar functioned properly. Remote Acoustic Communications Set speaker and Early Warning Receiver speakers on the CONN were also tested SAT.

3. The interfaces between own ship's navigation systems and Fire Control and Sonar were tested SAT. The ability for Sonar to send tracker information to Fire Control was also tested SAT.

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By direction